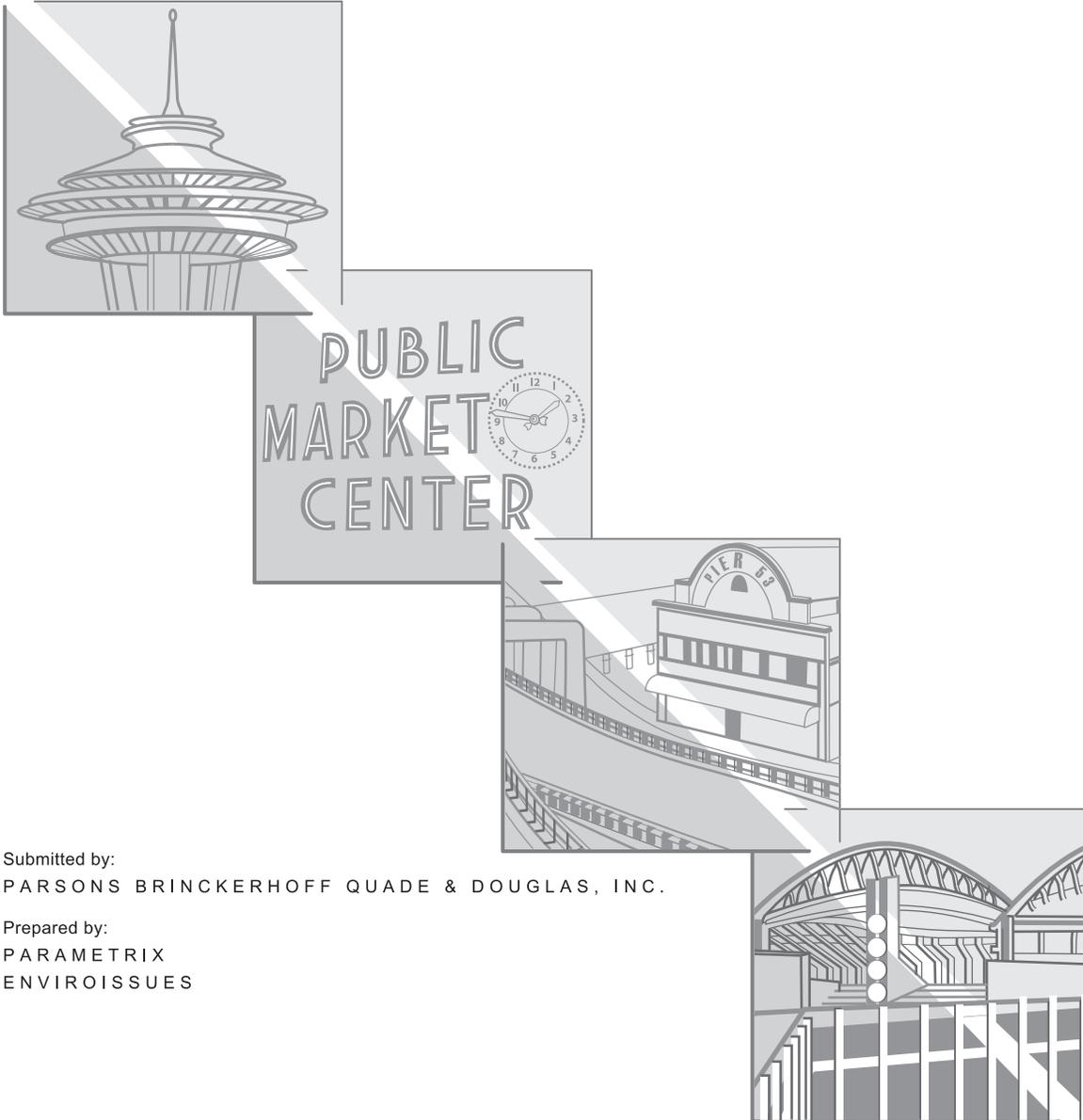


SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

Supplemental Draft Environmental Impact Statement

APPENDIX A

Agency and Public Coordination



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JULY 2006

SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

Supplemental Draft EIS Appendix A: Agency and Public Coordination

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Submitted to:

Washington State Department of Transportation

Alaskan Way Viaduct and Seawall Replacement Project Office
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Seattle, WA 98104

The SR 99: Alaskan Way Viaduct & Seawall Replacement Project is a joint effort between the Washington State Department of Transportation (WSDOT), the City of Seattle, and the Federal Highway Administration (FHWA). To conduct this project, WSDOT contracted with:

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In association with:

BERGER/ABAM Engineers Inc.

BJT Associates

David Evans and Associates, Inc.

Entech Northwest

EnviroIssues, Inc.

Harvey Parker & Associates, Inc.

HDR

Jacobs Civil Inc.

Larson Anthropological Archaeological Services Limited

Mimi Sheridan, AICP

Parametrix

Preston, Gates, Ellis, LLP

ROMA Design Group

RoseWater Engineering, Inc.

Shannon & Wilson, Inc.

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ACRONYMS

AWV	Alaskan Way Viaduct
City	City of Seattle
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
NEPA	National Environmental Policy Act
RALF	Resource Agency Leadership Forum
SAC	Signatory Agency Committee
WSDOT	Washington State Department of Transportation

PREFACE

The technical appendices present the detailed analyses of existing conditions and predicted effects of each alternative. The results of these analyses are summarized and presented in the main text of the Supplemental Draft Environmental Impact Statement (EIS).

The Supplemental Draft EIS appendices are intended to add new information and updated analyses to those provided in the Draft EIS, published in March 2004. Information that has not changed since then is not repeated in these appendices. Therefore, to get a complete understanding of the project area conditions and projected effects, you may wish to refer to the appendices that were published with the Draft EIS. These are included on a CD in the Supplemental Draft EIS. To make it easier to understand where there is new information or analyses, the supplemental appendices present information in the same order as it was presented in the Draft EIS appendices.

The Supplemental Draft EIS and the technical appendices evaluate the effects of three construction plans: the shorter plan, the intermediate plan, and the longer plan. These plans vary in how long SR 99 would be completely closed, in how long the periodic closures may be, and in the total construction duration. For the purposes of the analyses in the technical appendices, two construction plans are evaluated with the Tunnel Alternative and one plan is evaluated with the Elevated Structure Alternative. However, each alternative could be built with any of the three plans. The construction durations and the sequencing would not be the same for a particular construction plan if paired with a different alternative; however, the effects would be within the ranges presented by the analyses.

There are several differences in how the information is presented between the main text of the Supplemental Draft EIS and how it is presented in these appendices. The Supplemental Draft EIS text refers to possible variations within the alternatives as “choices” while these appendices use the term “options.” (For example, Reconfigured Whatcom Railyard versus Relocated Whatcom Railyard is referred to as a design choice in the Supplemental Draft EIS and as an option in the appendices.) In either case, the intent is to describe the various configurations that could be selected and the effects for each design.

One design choice in particular is handled very differently between the Supplemental Draft EIS text and the technical appendices. For the Tunnel Alternative in the central waterfront area, there is a choice between a stacked tunnel alignment and a side-by-side tunnel alignment. In the appendices, to simplify the discussion, these two alignments, as well as the Elevated Structure

Alternative, are each paired with a different set of options throughout the corridor and presented as complete sets that are evaluated separately. The Supplemental Draft EIS text communicates this information differently by describing one Tunnel Alternative and one Elevated Structure Alternative and evaluating the effects of the different design choices (or mix-and-match components) separately. While it may appear that there are three alternatives analyzed in the appendices and two in the Supplemental Draft EIS text, there are in fact only two alternatives. Each alternative has many potential components or design choices that can be made throughout the corridor.

The organization of the analysis of the alternatives is also a little different between the main body of the Supplemental Draft EIS and the appendices. In the Supplemental Draft EIS text, we identify two alternatives: a Tunnel Alternative and an Elevated Structure Alternative. The Supplemental Draft EIS text compares these alternatives directly by comparing effects (for example, the effects of both alternatives on water quality are presented together). The appendices present the effects of each alternative separately (for example, all of the effects of the Tunnel Alternative are presented first, followed by all of the effects of the Elevated Structure Alternative). The substance of both discussions is the same. The organization of the Supplemental Draft EIS technical appendices mirrors that of the Draft EIS appendices, allowing you to more easily find comparable information in the Draft EIS appendices.

CHAPTER 1 AGENCY AND PUBLIC OUTREACH

1.1 What is the agency and public outreach process?

Outreach is essential to a project's development. The Alaskan Way Viaduct (AWV) and Seawall Replacement Project began agency and public outreach in June 2001, and a wide variety of activities have been used to inform, educate, and promote two-way communication with the community. For the public involvement process, the project corridor is defined as communities adjacent to SR 99 as well as communities to the north and south that rely heavily on the corridor for travel. Activities corresponded to key project milestones and helped balance the project need and purpose with the interests and expectations of the local community and others who use SR 99. Public notices for public meetings and available environmental documents are also a part of the outreach process to inform people and agencies who are interested or affected. This report covers outreach conducted after publication of the Draft EIS between March 2004 and March 2006.

The National Environmental Policy Act (NEPA) encourages lead agencies to make diligent efforts to involve the public in preparing and implementing NEPA procedures that involve decisions that affect the community. This includes providing public notice of NEPA-related hearings, holding public meetings, and making environmental documents available to inform those persons and agencies who may be interested or affected. When making transportation investment decisions, public involvement is considered key to accomplishing the vision of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner," and the 1998 reauthorization of the Transportation Equity Act for the 21st Century (TEA-21).

1.2 Who are the lead agencies?

The lead agencies for the AWV Project are the Washington State Department of Transportation (WSDOT), the City of Seattle (City), and the Federal Highway Administration (FHWA). In December 2004, the project proponents identified the Tunnel Alternative as the Preferred Alternative, after considering analysis in the Draft EIS, public and agency comments, and cost. The lead agencies also carried the Rebuild Alternative forward for analysis. Since that time, engineering and design has been updated and refined for the Tunnel and Rebuild Alternatives. Due to the magnitude of the changes in the design of the Rebuild Alternative, it has been renamed the Elevated Structure Alternative.

Both the Tunnel and Elevated Structure Alternatives are evaluated in the Supplemental Draft EIS. Also, new construction plans are also under consideration in the Supplemental Draft EIS.

1.3 What agency and public outreach has taken place so far?

Several tools have been used since the publication of the Draft EIS to inform the public of any project updates, such as the selection of the Preferred Alternative. Each of these tools was designed to reach as many community members and regional users as possible and to involve them in the process.

Project information has been distributed through:

- Newsletters and brochures
- Fact sheets
- Public hearings
- Open houses/public meetings and workshops
- Community and elected official briefings
- Leadership Group meetings
- WSDOT and City websites
- Informational displays
- Interviews with social service providers
- Email correspondence list
- Project information phone line
- Press releases and events
- Site tours
- Local fairs and festivals
- Individual public correspondence

1.4 What are community briefings and interviews?

Approximately 108 community briefings and interviews have been held since the Draft EIS was published. The purpose of briefings is to allow the project staff to reach members of the public at their own neighborhood meetings and events. Not all people are willing to drive to public meetings, so efforts are made to use existing meetings to update various associations and special interest groups throughout the greater Seattle area and region. Project team members from WSDOT and the City of Seattle meet with community associations, business organizations, tribes, social service organizations, interest groups, and neighborhood groups to brief them on the latest project updates, such as current design plans, project timelines, cost estimates, and the next steps to be taken in the planning process.

Briefings are more than formal presentations with a question and answer period. They can focus on a specific topic and create a venue for different

points of view to be debated. During a briefing, time is given to participants to ask questions about the project, voice concerns, and identify key values that are important to their community. These discussions are documented by briefing summaries that are entered into the project database and used to create monthly comment summaries that are circulated to project team members and posted to the project website.

Common questions and concerns expressed by attendees were traffic disruption, cost, ferry access, safety, and waterfront access for pedestrians, transit, cars, and freight. Overall, many people felt that increasing transit service should be a top priority during construction, whether it be more ferries to serve West Seattle or more bus service to and from Seattle neighborhoods. Many people agree that completing construction as quickly as possible is important. However, when faced with longer corridor closures, many people were concerned with finding different options for getting to and through downtown during the lengthy construction period. For the freight community and center city businesses, longer closures could have significant impacts on their business and livelihoods.

Many people stressed that a shorter timeline for the construction period was optimal, to mitigate construction disturbance and lower costs. Some viewed the potential for longer corridor closures positively, if it meant that overall construction would be completed sooner. Other individuals preferred the alternative identified in the Draft EIS as it would keep two lanes of traffic open during construction.

Safety was a major concern for both the current structure and the preferred alternative. With a tunnel design, the public was nervous about the safety of drivers using the tunnel in the event of an auto accident, fire, or natural disaster, including earthquakes.

Many questions at briefings focused on potential funding sources and the feasibility of paying for such a large project. Some community groups strongly favor the Elevated Structure Alternative because it would cost less than the Tunnel Alternative and maintain driver views of Elliott Bay. Many people inquired about the decision-making process, schedule, and the evaluation criteria for moving forward with either the Tunnel or the Elevated Structure Alternative.

In addition, one-on-one interviews were held with social service agencies that might be affected due to their close proximity to the project area. Specifically, the discussions focused on each organization's purpose, clients, and operations and potential impacts on the agency. Concerns and resolutions are summarized in the 2006 Supplemental Draft EIS Appendix J, Environmental

Justice Technical Memorandum, which also contains details of the interview process.

1.5 What organizations have been involved?

Attachment A contains a listing of the organizations that project team members have met with throughout the project. Project team members also communicate regularly with tribal organizations. Please see the 2006 Supplemental Draft EIS Appendix M, Archaeological Resources and Traditional Cultural Places Technical Memorandum, for more information.

1.6 When have public hearings occurred and what was their purpose?

The project hosted three public hearings on April 27, 28, and 29, 2004, in conjunction with the issuance of the Draft EIS. Over 260 citizens came to the three meetings. The purpose of the hearings was to give members of the public the opportunity to comment on the Draft EIS. The hearings were promoted with 22 display ads, a poster, postcard, email update to the project correspondence list, and a mailer that was distributed to residents and businesses in the project corridor.

Each hearing had the same format throughout the course of the evening. The format allowed attendees the opportunity to view information from the Draft EIS on approximately 30 display boards. Citizens could ask questions and speak with members of the project team. Information at the meeting was depicted in multiple formats. Visual simulations of the different alternatives were projected on a wall for easy viewing. A noise demonstration allowed the public to hear the differences in noise impacts for each alternative. Real pieces of the gribble-eaten seawall were available to compare with their equivalent new piece of wood. Many maps, alternatives comparisons from different perspectives, and aerial photos of the project area were available on display boards and tables.

Out of the comments that cited a preference for a specific alternative, the Tunnel Alternative was the most favored because it provides the best opportunity to connect the waterfront to downtown, redevelop the waterfront with public open space, and maintain traffic through the corridor. The second most favored alternative was the Rebuild Alternative, because it maintained the current traffic capacity, connections to the rest of the corridor, and views while driving on the viaduct. Regardless of which alternative was favored, the public was most concerned about construction, and requested more information about how construction detours and impacts to residents and businesses will be addressed.

1.7 When have open houses, public meetings, and workshops occurred and what was their purpose?

The project team has held open houses or public meetings as the project progresses and new information becomes available. Since the Draft EIS, there have been two public events. One event was held in December 2004 in conjunction with the announcement of the Preferred Alternative. The other was a walking tour of the viaduct, offered to members of the public during the semi-annual inspection in March 2006.

A series of three open houses were held on June 21, 22, and 23, 2005. Over 400 people attended the meetings. The meetings were promoted with display advertisements, postcards, and an email update sent to the project correspondence list. The meetings were held in different geographic areas to provide opportunity for people to attend at a location convenient to them.

The purpose of the open houses was to provide information on how the Tunnel and Elevated Structure Alternatives may be built and to solicit input on construction approach and transportation mitigation. During the meetings, the public had an opportunity to view project information and to speak with the project team about construction options and other details of the proposed plan. There was a brief formal presentation at each meeting given by team members who outlined details and possible construction phases. They also walked through an animated simulation of the proposed tunnel layout.

In order to work more closely with the business community, two business workshops were held on June 9 and June 21, 2005, in conjunction with the open houses. The purpose was to update groups outside the project area on the latest project information and the recently developed emergency closure plan. The workshops also included a discussion on how to best communicate with businesses if the Alaskan Way Viaduct were restricted or closed down in an emergency.

The project team received over 140 comment forms from the three open houses in June 2005. Most attendees either used the viaduct daily or weekly to both bypass and go to downtown. In all three meetings, the most common response favored getting construction done as quickly as possible, sometimes even if it meant intense traffic disruption. Many preferred to get construction done quickly, but only if access could be preserved. However, others thought that cost was the most important factor and viewed the Tunnel Alternative as too expensive. Downtown residents tended to favor the Tunnel Alternative, while those in Interbay and West Seattle were more divided in their responses.

Another open house was held on March 2, 2006, at the Seattle Aquarium. Several agencies and community groups with interests in the project and the waterfront displayed plans and materials. The event was held to provide the public with an update on the project, share information about other projects in the vicinity, and give stakeholder groups a chance to share their vision for the waterfront. Mayor Greg Nickels made brief introductory remarks. During the meeting, the public had an opportunity to view project information and to speak with the team and ask questions.

Over 500 people attended the March 2006 open house and 138 comment forms were received on the information presented. In addition to submitted comment forms, project team members heard firsthand from attendees. Most attendees use the viaduct either daily or weekly. A majority of comments received favored the Tunnel Alternative because it would provide an opportunity to open up the waterfront. In addition, they saw the Tunnel Alternative as an opportunity to make Seattle more walkable, more attractive, and a more attractive destination for tourists, as well as a chance to increase economic opportunities in the region. Other commenters did not want a tunnel but favored either the Elevated Structure Alternative or no replacement of the viaduct. Those not in favor of the Tunnel Alternative cited concerns about the safety of a tunnel, favored the lower cost of the Elevated Structure Alternative, and expressed preferences for the view that the current viaduct structure provides to riders.

1.8 What newsletters, brochures, and/or fact sheets have been produced and distributed?

Since June 2004, four newsletters or brochures have been published. There were also ten fact sheets published about the Preferred Alternative and three additional fact sheets covering questions about risks from a tsunami, public comments from the June 2005 open houses, and the Embarcadero Freeway in San Francisco. The key project overview fact sheets were translated into Chinese, Tagalog, Vietnamese, and Spanish. Any of the fact sheets are translated for community groups or individuals upon request.

Newsletters and brochures have been mailed to all individuals and groups who are either on the project mailing list or who have requested materials. All materials, including fact sheets, are handed out at community briefings, one-on-one interviews, at community centers and libraries that house traveling displays, and at project information booths at fairs and festivals. Information materials address the following issues (many of which were concerns raised by the public):

- Why the capacity of SR 99 needs to be replaced
- How the project is regionally and nationally significant

- How and why the Preferred Alternative was selected (translated)
- Details of viaduct construction (translated)
- Whether the viaduct can be retrofitted
- How freight needs will be accommodated
- How the seawall will accommodate rising sea levels
- An overview of the Emergency Closure Plan if the viaduct is closed due to an earthquake or accident
- Cost/benefit analysis of the tunnel
- Why it costs less to replace the viaduct than to lose it
- A comparison with the Embarcadero Freeway in San Francisco
- Possible construction approaches
- Whether the tunnel is safe for drivers
- Whether the tunnel will be safe in the event of an earthquake or tsunami
- The public benefits of a new waterfront
- What public outreach has been conducted
- Responses to frequently asked questions (translated)

These materials are also available on the project website:

<http://www.wsdot.wa.gov/projects/Viaduct/>.

1.9 How was the public invited to comment?

Community members and agencies were given 60 days to comment on the Draft EIS. Although the official comment period concluded on June 1, 2004, comments continued to be encouraged. More than 2,000 comments have been documented since June 1, 2004. Because the operation of SR 99 affects the local community, regional travelers, the freight and service industry, and diverse interests and jurisdictions, the AWWV Project is of regional and national significance. As a result, several different mechanisms were used for communicating information and obtaining verbal and written comments. These include:

- Public hearings/meetings and community briefings
- City Council presentations
- Stakeholder interviews
- Fairs and festivals
- Project information phone line
- Written educational materials
- Websites
- Email
- U.S. mail

All comments were transcribed into a database and added to the official public record.

1.10 What is the purpose of the Leadership Group?

A volunteer group of elected officials and civic, business, freight, and neighborhood representatives agreed to meet and provide input on community values related to viaduct replacement alternatives. This volunteer group was called the Leadership Group. Information was provided and input solicited on the development of alternatives and critical issues such as cost estimates and traffic flow. The group provided constructive feedback and helped make sure community sentiment was incorporated into the Draft EIS. The Leadership Group met on June 21, 2004, to review comments received during the April 2004 hearings.

1.11 Who participates in Leadership Group meetings?

The Leadership Group consists of civic, business, freight, downtown, and neighborhood representatives, elected officials, and the lead agencies. Meeting participants are listed in Exhibit 1-1.

Exhibit 1-1. Leadership Group Participants

Name	Affiliation
Bruce Agnew	Cascadia Discovery Institute
Michael Anderson	Washington State Ferries
LCDR Pete Carroll	U.S. Coast Guard
Frank Chopp	WA State House of Representatives
John Coney	Queen Anne Neighborhood
Lee Copeland	Mithun
Mary Lou Dickerson	WA State House of Representatives
Jan Drago	Seattle City Council
Bob Drewel	Puget Sound Regional Council
Joni Earl	Sound Transit
Chris Elwell	Seattle / King County Building and Construction Trades Council
Steve Erickson	Magnolia Neighborhood
Dan Evans	Daniel J. Evans and Associates
David Freiboth	King County Labor Council
Stan Gent	Seattle Steam Company
Dave Gering	Manufacturing Industrial Council (MIC)
David Goodyear	TY Lin International
Tom Graff	Downtown District Council
Jerry Grinstein	Madrona Venture Group
Fred Jarrett	WA State House of Representative
Steve Leahy	Greater Seattle Chamber of Commerce
Nick Licata	Seattle City Council
Stephen Lundgren	Ballard Neighborhood
Dan MacDonald	Burlington Northern Santa Fe Railway

Exhibit 1-1. Leadership Group Participants (continued)

Name	Affiliation
Doug MacDonald	WA State Secretary of Transportation
Dan Mathis	Federal Highway Administration
Craig Montgomery	Pioneer Square Community Association
Ed Murray	WA State House of Representatives
John Musgrave	West Seattle Neighborhood
Greg Nickels	City of Seattle Mayor
Jane Nishita	Qwest
John Okamoto	Port of Seattle
Dan O'Neal	Washington State Transportation Commissioner
Ralph Pease	Argosy Cruises
Neil Peterson	FlexCar
Erik Poulsen	WA State Senate
Margarita Prentice	WA State Senate
Charles Roeder	University of Washington
Judy Runstad	Foster Pepper PLLC
Jessyn Schorr	Transportation Choices Coalition
Greg Smith	Urban Visions
David Spiker	Seattle Design Commission
Peter Steinbrueck	Seattle City Council
Harold Taniguchi	King County Department of Transportation
Harold Ugles	International Longshoreman and Warehouseman Union Local 19
Barbara Wilson	Seattle Planning Commission
Nick Wofford	Bremerton City Council
David Yeaworth	Allied Arts of Seattle

1.12 How has the project team planned ahead for public outreach and communications?

The project team has a comprehensive public outreach and communications plan that is updated quarterly. This plan coordinates all of the arms of the project so that public input is integrated into the decision-making process, particularly around project milestones.

1.13 How has the project team coordinated with the resource agencies?

In November 2001, the Resource Agency Leadership Forum (RALF) was organized to proactively involve resource agencies in the project's environmental process. Regular meetings were held to facilitate early coordination and collaboration on many project environmental issues. In

accordance with the Signatory Agency Committee (SAC) Agreement¹, the resource agencies have been given the opportunity to concur with the project's Purpose and Need Statement and Screening Criteria (Concurrence Point 1) and the Alternatives to Be Evaluated in the EIS (Concurrence Point 2). Coordination with the RALF will continue through the Final EIS and the Record of Decision. In addition, there is one more concurrence point that is part of the SAC Agreement. The final concurrence point is for concurrence with the Preferred Alternative selected and the aquatic resource mitigation plan (Concurrence Point 3).

During the process, SAC agencies are asked to concur on the concurrence points, and all RALF agencies are asked to submit comments. The project team responds to all comments and revises the points as necessary. All issues are resolved through the RALF.

The project currently has concurrence from all agencies. Because the project revised the Purpose and Need Statement, it was necessary to revise Concurrence Points 1 and 2 in June 2005. During the latest resubmittal of Concurrence Points 1 and 2, only three agencies replied with advisory comments. Advisory comments are for issues that are not significant enough to cause non-concurrence and for issues that will need to be addressed as the project develops. These comments mostly focused on multimodal aspects, aquatic improvements, and the U.S. Army Corps of Engineers environmental review process.

RALF meeting dates between February 2004 and February 2006 included:

- February 19, 2004
- April 29, 2004
- May 20, 2004
- June 4, 2004
- June 24, 2004
- July 22, 2004
- February 17, 2005
- May 26, 2005
- July 19, 2005
- August 22, 2005
- September 20, 2005
- January 17, 2006
- February 21, 2006

¹ The SAC Agreement outlines a process that must be followed by WSDOT and FHWA for Washington State transportation projects like this project that require an EIS and a U.S. Army Corps of Engineers Section 404 permit.

1.14 What agencies participate in the Resource Agency Leadership Forum?

The agencies listed in Exhibit 1-2 as follows participate in RALF:

Exhibit 1-2. Resource Agency Leadership Forum Participants

Name	Agency
Glen St. Amant	Muckleshoot Indian Tribe
John Arnesen	City of Seattle
Patty Betts	Environmental Protection Agency (EPA)
Steve Boch	Federal Highway Administration (FHWA)
Richard Brooks	Suquamish Tribe
Bob Donnelly	National Marine Fisheries Service (NMFS)
Mike Grady	National Marine Fisheries Service (NMFS)
Sandy Gurkewitz	City of Seattle
Tom Hudson	Puget Sound Clean Air Agency
Karen Huber	King County
Jack Kennedy	U.S. Army Corps of Engineers
Ann E. Kenny	Port of Seattle
Chuck Kirchner	City of Seattle
Joyce Kling	City of Seattle
Sandra Lange	Washington Department of Ecology (Shorelands)
Sharon Love	Federal Highway Administration (FHWA)
Ann Martin	King County Department of Transportation
Laura Praye	Washington Department of Fish and Wildlife (WDFW)
Jennifer Quan	U.S. Fish and Wildlife Service (USFWS)
Michelle Steinmetz	Washington State Department of Transportation (WSDOT)
Kate Stenberg	Washington State Department of Transportation (WSDOT)
Therese (Terry) Swanson	Washington Department of Ecology
Rex Thompson	Washington Department of Natural Resources (DNR)
Michael Williams	Federal Transit Administration (FTA)

1.15 How will the project team involve the public in the project between the Supplemental Draft and Final EIS?

Outreach will intensify following the release of the Supplemental Draft EIS. The public will be involved in every aspect of review of the Supplemental Draft EIS from design to construction. As the lead agencies decide on a construction approach, the public involvement team will work to keep stakeholders engaged and informed of the changes that will affect them. The team will work with those directly affected by viaduct construction on traffic

management strategies and mitigation strategies to minimize impacts such as noise, blocked access, and visual impediments.

Following the release of the Supplemental Draft EIS, the public will have an opportunity to submit formal comments between July 28 and September 22, 2006. The EIS authors are required to address all comments from the public in the Final EIS.

The project team will continue to hold community briefings, coordinate traveling informational displays, and maintain a project presence at community events. The public will also be able to get updates and ask questions through the project information phone line as well as through mail and e-mail communications. In a change from the Draft EIS, comments received in a voice message on the project information phone line will not be accepted as part of the official public record. Comments will be accepted as part of the official public record only if they are received in writing via e-mail and U.S. mail and through submission at public hearings, meetings, and community briefings.

1.16 How can the public continue to participate in the project?

The methods and strategies described in this memorandum will continue for the life of the project. They will be adjusted to respond to changing needs and circumstances. Please communicate by doing the following:

- Attend a public meeting or hearing. The schedule is regularly updated on the project website:
www.wsdot.wa.gov/projects/Viaduct/.
- Ask questions about the project by emailing:
viaduct@wsdot.wa.gov.
- Comment on the Supplemental Draft EIS between July 28 and September 22, 2006 by emailing:
awvsdeiscomments@wsdot.wa.gov.
- Correspond via U.S. Mail:
Alaskan Way Viaduct and Seawall Replacement Project
WSDOT
Attn: Kate Stenberg
999 Third Avenue S., Suite 2424
Seattle, WA 98104

ATTACHMENT A

AWV Staff Meetings with Local Organizations

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ATTACHMENT A

The AWW Project team has met with the following organizations about the project since the Draft EIS:

American Association of State Highway and Transportation Officials
American Society of Civil Engineers
Admiral Community Council
AFL-CIO/King County Labor Agency
Allied Arts
Aquarium Foundation
Association of General Contractors
Ballard District Council
Belltown Business Association
Belltown Community Council
Ballard Interbay Northend Manufacturing and Industrial Center
Boomtown café
Bread of Life Mission
Broadview Community Council
CASA Latina Day Worker's Center
Catholic Seamen's Club
Central Downtown Commute Trip Reduction Program
City Neighborhood Council
City of Seattle Freight Mobility Advisory Committee
Construction Management Association of America
CREW Seattle
Dorothy Day House
Downtown Emergency Services Center
Downtown Seattle Association
Duwamish Planning Committee
Employee Transportation Coordinators – Belltown Network Group,
Queen Anne Network Group, South Lake Union Network Group
Fauntleroy Church Men's Group
Freight Mobility Advisory Committee
Graham & Dunn
Greater Seattle Chamber of Commerce
Heritage House
International Right of Way Association

King County Council
King County Metro
King County Municipal League
League of Women Voters
Lutheran Compass Center
Magnolia Community Council
Manufacturing and Industrial Council
Mercer Corridor Stakeholders Group
Metropolitan Democratic Club
Neighborhood Service Center Directors
North Seattle Industrial Association
Pike Place Market Senior Center/Downtown Food Bank
Pioneer Square Community Association
Pioneer Square Historic Preservation Board
Port of Seattle
Puget Sound Regional Council
Queen Anne Chamber of Commerce
Queen Anne/Magnolia District Council
Rose of Lima House
SeaShore Technical Advisory Committee
Seattle Center Stakeholders Group
Seattle City Council
Seattle Design and Planning Commissions
Seattle Maritime Festival
Society of American Military Engineers
South Lake Union Friends and Neighbors
SODO Duwamish Networking Group
St. Martin de Porres Shelter
United States Coast Guard
Valley House
Viaduct Coalition
Washington State Legislature
Washington State Society of Professional Engineers
Waterfront Landing Condo Association